

MODELS: Lockheed Vega 5-C (Army UC-101), 7 PCL-SM

T.C. NUMBER: ATC 384

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|----------------|---|
| Engine | P&W Wasp C1 402 hp, SC-1 450 hp or S3D1 450 hp |
| Fuel | 96 gallons |
| Cil | 10 gallons |
| No. passengers | 6 |
| Baggage | Landplane 180 lbs. |
| Seaplane | 84 lbs. |
| Maximum weight | Landplane 4500 lbs. (See NOTE 1) Seaplane 4880 lbs. (See NOTE 1) |
| C.G. limits | 22.2 in. and 36.5 in. aft of wing leading edge at fuselage |
| Serial Nos. | 50, 72, 96, 134, 138 and up manufactured prior to 9/30/39 eligible. Serials below 138 eligible upon manufacturer's affidavit of conformity. |

Class I equipment:

Electric starter; battery; heater; propeller - adj. metal; Edo K floats
and auxiliary tail fin surface (Seaplane).

Class III equipment:

Engine ring cowl 50 lbs.; wheel streamlines 50 lbs.; landing lights 30 lbs.;
flares - in baggage compartment 45 lbs.; extra 48 gallon center section fuel
tank 27 lbs. or two extra 44 gallon outboard wing fuel tanks 55 lbs.; oil
radiator 15 lbs.; airwheels (Goodyear) 60 lbs.; semi-airwheels with 9.50-12
tires 25 lbs.; 15 gallon oil tank replacing 10 gallon tank, no change in
weight; 300 lb. baggage compartment in center section substituted for center
section fuel tank; controllable metal propeller (Hamilton Standard hub S8460L,
blades 6101A-12, low pitch setting 16 degrees).

NOTE 1. Landplane standard weight may be increased to 4750 lbs. provided the
following changes are made: (These changes are also required on all
seaplanes)

- (1) All plywood covering is removed from the top surface of the wings
between spars.
- (2) Additional stringers of same size as old stringers are installed
between the present stringers extending between the ribs and parallel
to the present stringers. The total number of stringers between
each rib will be seven when completed.
- (3) The top surface is recovered using 1/8 inch plywood between the
spars and between the No. 10 ribs at each wing tip. The plywood
elsewhere should be the same thickness as the present installation.